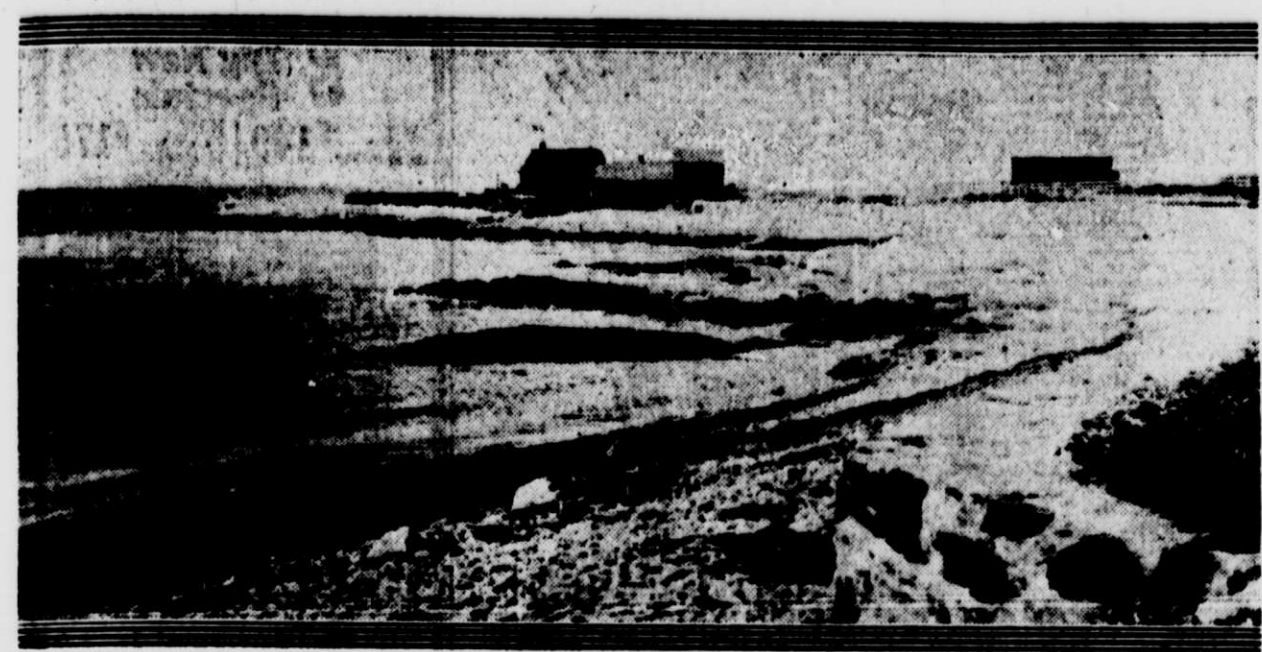


LATE MR. MORGAN'S FISHING CLUB AT NEWPORT SOLD

Graves Point Lodge, Where He Was Accustomed to Angle for Bass and Entertain Friends, Bought by a Syndicate



Graves Point Fishing Club, Near Newport

MANY memories were awakened by the announcement last week of the sale to a syndicate of the Graves Point Fishing Club near Newport. It was the property of the late J. Pierpont Morgan and there he used to entertain his friends and there he went occasionally for rest.

On the promontory known as Bateman's Point, outside Newport, the clubhouse stands. It is a small frame cottage with outbuildings nearby, and although it suffers in architectural comparison with various fine places in the neighborhood it has nevertheless always been a point of interest to sightseers on the ocean drive. It is painted a dull red and stands well out on the rocks over the ocean.

There could hardly be a better site for such a lodge. It is but a few miles from the harbor of Newport and scarcely a mile away, almost on a line between Bateman's Point and Point

Judith, is anchored the historic Brenton's reef lightship, where for years classic yacht races have started and finished.

Although small the building has broad porches and is comfortable. The shore is rocky and the fishing is done from a stand which is reached by a narrow boardwalk supported by iron stanchions. The construction of this walk and stand must needs be strong, as in southeasterly storms the seas break over the rocks.

At high water the surf continually rolls in under the stand even in the mildest weather and the fisherman may cast far out into the waves. It is an ideal coast, for bass and the fish caught here are of very good size. A recent bag contained a dozen good sized fish, the largest of which weighed 45, 38, 36 and 17 pounds. There are few fish that furnish better sport than bass in the surf and when there is a southeasterly on at Bateman's Point the sport is generally of the first order.

The lodge was first owned by Seth Barton French, who built it and used it with several other gentlemen as a sort of fishing club. It was built about twenty-five years ago and since its construction the rugged, picturesque country roundabout has become dotted with fine houses. Not far away on a commanding site is the villa of Commodore Arthur Curtiss James of the New York Yacht Club. Much nearer are the houses of John D. Rockefeller and Theodore M. Davis.

Each season during the cruise of the New York Yacht Club Mr. Morgan was accustomed to spend some time in Newport, and generally he had a try at the bass. Members of his family were also fond of going out to this breezy spot where the surf continually curls in over the rocks.

On the eastern side of this property in a grassy plot are several ancient graves, two of them being marked with crumbling stones—the last resting place of some of the earliest settlers of this territory.

GREAT FUR TRADE CENTRE OF AMERICA

Industry of Pioneer Days in the West Returns to St. Louis.

SKINS BROUGHT BY AGENTS

Traders Travelled Over West and Northwest Byning From Indians.

St. Louis, Jan. 3.—Two hundred buyers from Europe and the United States attended the Government auction of Alaskan seal furs here. The total number of skins offered was 1,823. The top price for blue fox skins was \$158 each.

Sealskins were sold to buyers from Leipzig, Brussels, Paris, St. Paul and New York. The total amount paid for seal and fox skins was estimated at \$75,000 to \$80,000. Of this amount about \$60,000 was for sealskins.

Lester B. Boney of Washington, acting United States Fish Commissioner, said the prices were 5 to 10 per cent. higher than those realized at London last year.

The Government auction reminded old traders of the fur trade, which was a large factor in the business interests of the city. It also was a reminder of the fact that the growth of St. Louis has been in a measure due to the fur trade.

Old time St. Louisians remember the last days of the American Fur Company, a concern founded and conducted chiefly by the Chouteau family, which prospered for many years and went out of business with the decline of the fur industry before the civil war.

The business at that time was dependent upon the western and northwestern frontier for supplies, which were brought to St. Louis and thence by steamboats on the Missouri river.

Boats arrived loaded to the gunwales with furs alone. The American Fur Company had two boats of its own, the Spread Eagle and the Robert Campbell, which were named in honor of a fur merchant of that day but was built by Capt. Ben Johnson, who made a big profit on the sale of the steamer.

Numerous other boats and hundreds of fur buyers were engaged in the business at that time, and Indians were the chief producers. Stories told by old St. Louisians indicate the business was a "skin game" for the Indians as well as the animals which became their victims.

Buyers usually traded trinkets and other goods of little value for the furs and received the highest market prices for them either here or in Eastern markets.

As old St. Louisians remember it, the American Fur Company had a monopoly on the business in the latter days of the original fur trade. The goods, however, mostly were forwarded to Eastern markets by the Mississippi and Ohio rivers until about 1845, when the first railroad was finished to St. Louis and afforded a continuous rail line to the East.

The time when furs were being brought from the Rocky Mountain sections of the upper Missouri river is spoken of as the most picturesque and interesting period of the fur business in St. Louis.

Opportunities were offered to adventurous sportsmen and buyers for a rough life on the plains among the Indians. Trips on the steamboats to the headwaters of the Missouri are referred to as the real excursions of adventure and pleasure in American history.

Many of the boats were engaged exclusively in the fur trade, carrying goods to be traded to the Indians on the river, and trips and loading with furs on the way down stream.

Boats engaged in this business usually gave little attention to the passenger business and the few passengers using them slept on bales of furs.

The old four-story building at the northeast corner of the levee and Vine street is said to be a relic of the fur trade of St. Louis, built out of profits on furs handled by the American Fur Company.

In recent years furs have been the leading stock in trade in St. Louis. Being a frontier settlement surrounded by forest and plain teeming with buffalo, wolves, bears and other wild animals of the larger species it was a centre of production, although history does not indicate that special attention was given to the work of exterminating the animals for their pelts.

Transportation facilities to the East consisted of wagons and the problem of shipping was difficult.

While it is generally accepted that frontier sections are the only fur producing regions, fur dealers point to the fact that coons have only when they have access to the farmer's corn field, that skunks and weasels come from places where they are named, not a hen roost and say that any country will continue to produce furs.

According to statements of fur dealers the business has been on a better basis in the last ten years than ever before. There is less of the "skin game" involved in it.

Just before the world's fair period St. Louis dealers began doing fur business on what they termed a "mail order reversed" system, by which the hunter or producer gets a fair proportion of the profit on the skins.

The Government commission which was sent to various European peat using countries reported that the most successful way to treat the peat was to let the sun and wind evaporate the moisture, writes our Consul at Kingston. After the Government had shown the practicability of producing a good quality of peat at a salable price it was left to private enterprise to continue the work. The peat is sold in Ottawa at \$5 a ton or \$3 a ton on the cars at Alfred.

The Canadian Government in connection with the production of gas and electrical energy from peat. At the fuel testing plant in Toronto the Government has sixty horse-power gas producer engine that is operated from the peat. Should the present experiments be successful, sections of the central peat producing districts of Canada where water power is not available will be able to obtain power from a series of these gas producer engines.

CRUISE TO WEST INDIES

14,592 Tons

SAILING FROM NEW YORK

28 DAYS JANUARY 31 1915

White Star Line, 9 Broadway, N. Y.

Seven Children in Kansas Home in Four Years.

HOISINGTON, Kan., Jan. 3.—Triplets arrived at the home of Ralph Call, a farmer, near here to-day, making seven children born to Mrs. Call in four years. The first Call baby was born in December, 1909. A year later the two babies came together. Last year another baby was born. All the seven were born in Christmas holiday season.

HAMBURG-AMERICAN

Largest S.S. Co. in the World Over 400 Ships 1,306,819 TONS



FIRST CRUISE

OF THE

"Victoria Luise"

JANUARY 14

20 Days - \$160 Up

TO THE

WEST INDIES

AND THE

PANAMA CANAL

HAVANA (53 hours), SAN JUAN (32 hours), COLON (PANAMA CANAL, 11 hours), KINGSTON (34 hours) and NASSAU.

You can stop off at NASSAU, from which point FLORIDA may be reached conveniently by frequent and excellent connection.

ADDITIONAL CRUISES

by the "VICTORIA LUISE"

Feb. 7 27 Days \$175 and up

March 11 27 Days \$175 and up

April 11 16 Days \$145 and up

You profit by our experience of over 25 years in ocean cruising.

Write for information

Hamburg-American LINE

41-45 Broadway, N. Y.

Phone 1900

Director

HAMBURG-AMERICAN

LONDON—PARIS—HAMBURG

AMERICA Jan. 6, 11 P. M.

SPAIN Jan. 9, 3 P. M.

AFRICA Jan. 12, 12 noon

AFRICA Jan. 15, 11 P. M.

AFRICA Jan. 18, 11 P. M.

AFRICA Jan. 21, 11 P. M.

AFRICA Jan. 24, 11 P. M.

AFRICA Jan. 27, 11 P. M.

AFRICA Jan. 30, 11 P. M.

AFRICA Jan. 31, 11 P. M.

AFRICA Jan. 3, 11 P. M.

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AFRICA Jan. 9, 11 P. M.

AFRICA Jan. 12, 11 P. M.

AFRICA Jan. 15, 11 P. M.

AFRICA Jan. 18, 11 P. M.

AFRICA Jan. 21, 11 P. M.

CUNARD

Liverpool Service FASTEST STEAMERS IN THE WORLD NEXT SAILINGS

LUSITANIA, JAN. 14

MAURETANIA, FEB. 11

Quickest Route via Finguard for LONDON, PARIS, BERLIN, VIENNA

MAURETANIA, MAR. 11, 1 A. M.

LUSITANIA, MAR. 18, 1 A. M.

MAURETANIA, MAR. 25, 1 A. M.

MAURETANIA, APR. 1, 1 A. M.

MAURETANIA, APR. 8, 1 A. M.

MAURETANIA, APR. 15, 1 A. M.

MAURETANIA, APR. 22, 1 A. M.

MAURETANIA, APR. 29, 1 A. M.

MAURETANIA, MAY 6, 1 A. M.

MAURETANIA, MAY 13, 1 A. M.

MAURETANIA, MAY 20, 1 A. M.

MAURETANIA, MAY 27, 1 A. M.

MAURETANIA, JUN. 3, 1 A. M.

MAURETANIA, JUN. 10, 1 A. M.

MAURETANIA, JUN. 17, 1 A. M.

MAURETANIA, JUN. 24, 1 A. M.

MAURETANIA, JUL. 1, 1 A. M.

MAURETANIA, JUL. 8, 1 A. M.

MAURETANIA, JUL. 15, 1 A. M.

MAURETANIA, JUL. 22, 1 A. M.

MAURETANIA, JUL. 29, 1 A. M.

MAURETANIA, AUG. 5, 1 A. M.

MAURETANIA, AUG. 12, 1 A. M.

MAURETANIA, AUG. 19, 1 A. M.

MAURETANIA, AUG. 26, 1 A. M.

MAURETANIA, SEP. 2, 1 A. M.

MAURETANIA, SEP. 9, 1 A. M.

MAURETANIA, SEP. 16, 1 A. M.

MAURETANIA, SEP. 23, 1 A. M.

MAURETANIA, SEP. 30, 1 A. M.

MAURETANIA, OCT. 7, 1 A. M.

MAURETANIA, OCT. 14, 1 A. M.

MAURETANIA, OCT. 21, 1 A. M.

MAURETANIA, OCT. 28, 1 A. M.

MAURETANIA, NOV. 4, 1 A. M.

MAURETANIA, NOV. 11, 1 A. M.

MAURETANIA, NOV. 18, 1 A. M.

MAURETANIA, NOV. 25, 1 A. M.

MAURETANIA, DEC. 2, 1 A. M.

MAURETANIA, DEC. 9, 1 A. M.

MAURETANIA, DEC. 16, 1 A. M.

MAURETANIA, DEC. 23, 1 A. M.

MAURETANIA, DEC. 30, 1 A. M.

MAURETANIA, JAN. 6, 1 A. M.

MAURETANIA, JAN. 13, 1 A. M.

MAURETANIA, JAN. 20, 1 A. M.

MAURETANIA, JAN. 27, 1 A. M.

Recitals---Concerts---Notes of Music Events

Continued from Fourth Page.

place at Carnegie Hall on Tuesday at 3 P. M. The programme:

"Sestina" from "La Serva Padrona".....Pergolesi

Domine pie care.....Handel

Oh! Sleep Why Dost Thou Leave Me.....Anon

Pingo per mio diletto.....Anon

Der Neugierige.....Schubert

Die Follie.....Schubert

Die Lotostumme.....Schumann

Die Mainacht.....Brahms

Die Mainacht.....Brahms

Die Mainacht.....Brahms

Die Mainacht.....Brahms

Die Mainacht.....Brahms

Die Mainacht.....Brahms

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Friday, January 9, at 3 o'clock. The programme:

Sonata, Op. 57.....Beethoven

Prelude, D flat, Op. 28, No. 15.....Chopin

Nocturne, Op. 31, No. 2.....Chopin

Barcarolle.....Chopin

Polonaise, A flat, Op. 53.....Schumann

Etude Symphonique.....MacDowell

Les Orientales.....Liszt

Polonaise, E major.....Liszt

Polonaise, E major.....Liszt

Polonaise, E major.....Liszt

Polonaise, E major.....Liszt

Polonaise, E major.....Liszt

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Polonaise, E major.....Liszt

Following the plan of alternating classic and modern programmes in a series of concerts the programme which Director Muck has arranged for the third evening concert of the Boston Symphony Orchestra in Carnegie Hall next Thursday evening, January 8, will be purely classical and will consist of three short symphonies. These are as follows:

Symphony in D Major, No. 2.....Mozart

Symphony in D Major, No. 2.....Mozart

Symphony in D Major, No. 2.....Mozart

Symphony in D Major, No. 2.....Mozart

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Symphony in D Major, No. 2.....Mozart

Symphony in D Major, No. 2.....Mozart

New Yorkers Flocking to Winter Resorts

Continued from Tenth Page.

settled, as Biltmore House is the centre of a pleasant social life while the Vanderbilt is here. Just before leaving they entertained a party of friends for the holidays and among the affairs given at Christmas was a Christmas tree party for Miss Cornelia Vanderbilt.